



The Squeaky Wheel

www.sacbike.org

Newsletter of the Sacramento Area Bicycle Advocates

March 2003

From the Chair **Bicycling, Spring Weather, Gas Prices and Choice**

By Lea Brooks

The gray, foggy mornings and dark evening commutes of deep winter have given way to the brilliant sunrises, stunning sunsets and blossoms of spring.

For year-round bicycle commuters, spring is a most welcome time of year when your morning and evening excursions are treated to another precious minute or so of daylight every day. You can actually see the faces of the cyclists traveling in the opposite direction rather than their bright headlights and illuminated clothing.

For fair-weather cyclists, it's that time of year when you refurbish the trusty utility bicycle that has been gathering dust in the garage since daylight-saving time ended.

In a culture so utterly dominated by lifestyles dependent on motor vehicles and relentless advertising that implies you're unpatriotic unless you're behind the wheel of a mammoth SUV, what makes those of us who select pedal power for transportation "different?"

In a country facing serious consequences from health problems associated with inactivity, do we appreciate the exercise from pedaling? Do we like saving money because we don't have to pay for gasoline and parking spaces? Are we personally committed to improving the environment by reducing our use of fossil fuel? Do we consider it a personal responsibility to be part of the solution to reduce traffic congestion and air pollution? Do we find bicycling less stressful than sitting in a traffic jam? Do we simply enjoy the natural beauty and sounds of na-

Chair, page 3

SABA is Recognized for Civic Contributions

On Feb. 27, SABA was honored with a Civic Contribution Award from the League of Women Voters of Sacramento during its 19th annual State of the Community Luncheon at the Convention Center. The award was presented by League President Madlyne MacDonald to SABA Executive Director Walt Seifert and Chair Lea Brooks.

SABA was recognized by the League for its work in a variety of venues, such as the Sacramento Area Council of Governments Transportation Roundtable and the Sacramento Transportation and Air Quality Collaborative. In addition, the League recognized the thousands of volunteer hours devoted by SABA members to improving conditions for bicycling in the Sacramento area.

After accepting the award, Lea told the group that SABA has grown to "more than 500 members who have a seemingly simple goal; to be able to bicycle safely, conveniently and pleasantly to all destinations. We seek balance to a transportation system that is seriously out of whack in favor of motor vehicles.

"The price society has paid for a pro-car policy is dire. Americans are inactive and obese. Traffic and air pollution are horrible. Riding a bicycle or walking to school is actually considered unusual. Our children are suffering high rates of diabetes and other health problems associated with inactivity.

"The good news is that many health problems associated with inactivity are preventable. SABA is proud of its accomplishments, but recognizes that we have a long way to go to convince decision-makers to always support bicycle- and pedestrian-friendly facilities."

Recognized, page 6

Guest Column **Elk Grove Bike Developments**

By Gwen Owens

The city of Elk Grove, established in July 2000, is a unique mixture of urban and rural areas. The rural character allows the city to take advantage of its setting to establish bike connections through the community with bike lanes, routes and trails.

Elk Grove is currently inventorying existing bike routes, lanes and trails. The inventory of existing facilities will be the basis for the city's Bikeway Master Plan. By inventorying existing facilities and evaluating land use, the city will be able to identify gaps in the bike system. Once these gaps are identified, the city will be able to prioritize them and begin seeking funding.

Elk Grove will compete with other agencies within the region for the bicycle/pedestrian pot of money set aside by Sacramento Area Council of Governments for the next funding cycles. Due to regional air quality and state funding issues, the next funding cycle for the bicycle/pedestrian projects will most likely not be enough to cover the regions' bike/pedestrian projects. For these reasons, Elk Grove is exploring how to expand the existing bike systems of routes, lanes and trails with constrained funds.

For example, Elk Grove will evaluate whether to support using the Central California Traction Corridor as a trail if it is converted to other transportation uses in the future. This proposal is being put forth by the Central Valley Rails to Trails Foundation. The corridor is a 27-mile abandoned railroad, 100 feet wide, in Sacramento and San Joaquin counties, that could be used for recreation and alternative commuting. This issue is

Elk Grove, page 3

SABA Mission

SABA represents bicyclists. Our aim is more and safer trips by bike.

SABA Vision

Bicycling for everyday transportation is common because it is safe, convenient and desirable.

SABA meets the fourth Tuesday of each month, usually at noon, but once every three months at 6:00 p.m. For more information call us at (916) 444-6600, or e-mail us at bikesaba@pacbell.net.

SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA), meets at 7:00 p.m. the third Thursday of the month. For more information call Chapter Chair Tony Powers at (916) 353-1745 or e-mail them at faba@tomatoweb.com.

The Squeaky Wheel

This newsletter is produced and distributed once each month. If you have an idea, a compliment, a tale of woe or an article for the newsletter, contact Lea Brooks, 2013 Roaring Camp Drive, Gold River 95670, via e-mail at lea2skip@aol.com, or call evenings at (916) 635-9332 by the third Thursday of each month.

SABA/Community Calendar

March

25 SABA General Membership Meeting, noon, American Lung Association

April

10 SABA Volunteer Work and Pizza Party, 5:30-7:30 p.m., SABA HQ, 909 12th Street

12 Earth Day, Sacramento Zoo, 10 a.m.-4 p.m.

26 Earth Day, California State University, Sacramento, 11 a.m.-5 p.m.

SABA Trail Clean-up, Mile 8, 10 a.m.-noon



SABA General Membership Meeting

Tuesday, March 25, noon, American Lung Association, 909 12th Street, Conference Room, Sacramento.

- | | | |
|-------|------|---|
| 11:45 | I. | Pre-meeting mingle, chat and eat. |
| 12:00 | II. | Introductions (Lea Brooks). |
| 12:05 | III. | Executive Director's Report (Walt Seifert). |
| 12:15 | IV. | Central City Streets Project Status Report (To be Announced). |
| 12:55 | VI. | Other business and announcements. |
| 1:05 | VII. | Adjourn. |

Volunteers Needed

SABA Volunteers are needed for the following events:

April 4-7, City Bicycle Works SuperSale, 2914 K Street

April 6, 1:30 - 4:00, East Sacramento Day, Clunie Clubhouse

April 12, 10:00 - 4:00, Earth Day at Sacramento Zoo

April 26, 11:00 - 5:00, Earth Day at CSUS

April 26, 10:00 - 12:00, Mile 8 Clean-up

Call or e-mail Walt Seifert at 444-6600 or bikesaba@pacbell.net to volunteer for an hour or two shift at a SABA table. E-mail Chad Muilenburg for the trail clean-up at cmuilenburg@graycary.com.

SABActions

Meetings

SABA members attended these meetings:

- Bike to Work (& Everywhere!) Day
- SACOG Metropolitan Transportation Plan Bicycle/Pedestrian project funding criteria
- Sacramento Transportation and Air Quality Collaborative plenary, environmental group and visioning sessions
- Measure A Advisory Committee

Letters

SABA sent letters to:

- Regional Sanitation on bike projects in conjunction with its projects
- *The Sacramento Bee* on closing Folsom Dam Road
- *Sacramento News and Review* on Vehicle License Fees
- *The Sacramento Business Journal* on price of gas
- City of Elk Grove regarding the scope of environmental impact reports being prepared for the Grant Line Road Interchange Project, Laguna Ridge Specific Plan, South Pointe Project and Calvine Pointe Project.

Other

- SABA Executive Director Walt Seifert was interviewed by Marshall Phillips of The Zone, 101.5, KZZO-FM, on cycling for transportation.
- SABA Chair Lea Brooks interviewed by Steve Bunnell of KCRA-TV on bike safety.

Chair, from page 1

ture on the American River Parkway bike trail over the roar, exhaust fumes and aggressive behavior of motorists along our roadways?

The reasons are many for choosing to pedal rather than drive. I suspect that the price of gas, which now exceeds \$2 per gallon, will encourage some individuals to switch to cycling for transportation.

One significant factor in deciding whether to cycle to work is the availability of safe and convenient bicycle routes. Bicycle commuters should not have to risk their lives because of poorly designed roadways.

SABA's role is to keep pressure on our elected officials for more, better and safer bicycle facilities. Too many barriers still remain that put potential bicycle commuters in the position of choosing between cycling and safety.

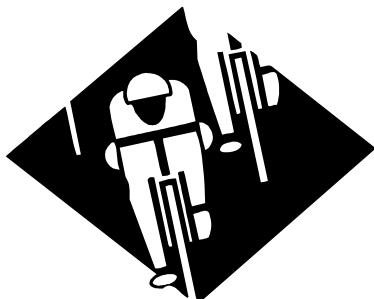
The Sacramento City Council's deliberate decision to build the Arco Arena interchange on Interstate 5 with a design that accommodate large volumes of fast-moving motor vehicles at the expense of bicycle and pedestrian safety — and then have the audacity to tout the project as a connection between residential neighborhoods now split by the freeway — is a glaring example of what SABA is up against.

The same City Council also rejected the desperately needed bicycle trail through the Haggin Oaks Golf Course even though this project was the No. 1 ranked trail project in the city. The council reached its shameful decision after a handful of golfers opposed the trail, which would have provided a safe and convenient route for bicyclists in the vicinity of McClellan Park where there currently is none.

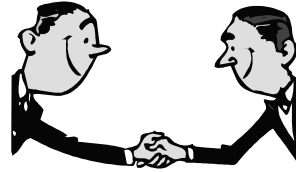
In Sacramento County, the Department of Transportation is scheming to remove Class 2 bicycle lanes on some stretches of Elkhorn Boulevard and force bicyclists to use several discontinuous frontage roads. Why? To expand the four-lane road to six lanes in conjunction with construction of a sewer pipeline project even though the traffic counts do not justify this loss of bicycle facilities.

The Sacramento City-County Bicycle Advisory Committee (SacBAC) asked the Board of Supervisors in November to clarify whether the county's policy is to remove existing bicycle facilities to accommodate additional traffic lanes. SacBAC had not received a response by early March.

So we will continue our efforts to achieve our goal of bicycling safely, conveniently and pleasantly to all destinations. Someday, come springtime, all commuters can choose bicycling as an alternative to driving and not just those individuals who have safe routes. ☸



Welcome new members!



Joe Calavita
Chris Holm
Adolfo Mercado

Elk Grove, from page 1

anticipated to be brought to the Elk Grove City Council this summer.

Another example is the city's policy to require full roadway improvements in a single phase, eliminating the so-called zipper-street phenomenon which caused roadways to be alternately wide, then narrow, then wide again.

The thought is if a development wants to leap frog from existing improvements to an area that does not have any adjacent improvements, that development will be required to construct all improvements in the resulting gap. Improvements would include construction of bike lanes for four- and six-lane arterials.

As Elk Grove continues to grow, the city will continue to look at creative ways to provide bicycle connections for the community. ☸

Rail Corridor Approved

By Eileen Crim

On Feb. 25, the El Dorado County Board of Supervisors unanimously approved a Corridor Master Plan for the Southern Pacific rail corridor between Placerville and Sacramento County.

This action opens the opportunity to have a Class I non-motorized trail from Placerville to Sacramento. Pierre Rivas, a senior planner for El Dorado County, led this effort. Now the work begins.

If you want to be involved in establishing a trail from Sacramento County to El Dorado County, call Eileen Crim of Trails Now at (530) 644-3322. ☸

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, April 10, from 5:30 to 7:30 p.m. at the SABA Dominion HQ, 909 12th Street. You don't want to miss this meeting! This month we'll be talking about bike stuff, writing letters, talking about bikes, stuffing envelopes, talking about bikes, eating pizza, and (you might guess) talking about bikes.



Issues Raised by SABA Members during January Meeting on Parkway

By Lea Brooks

The following is a list of issues that SABA members asked be addressed during the update of the 1985 American River Parkway Plan. The issues were generated during SABA's Jan. 28 quarterly general membership meeting and compiled by Sunny Williams, environmental planner for the Sacramento County Planning Department. Sunny was our guest speaker who explained the complex process and answered a number of questions from attendees.

The plan update will cover the portion of the Parkway managed by the Sacramento County Department of Parks, Recreation and Open Space from Discovery Park to Hazel Avenue. The update will be facilitated by the California Center for Public Dispute Resolution. The Board of Supervisors is expected to soon appoint a citizens advisory committee to help update the plan.

1. BMX, Cyclocross?
2. Commuting after dark policy?
3. Major bike commute route "bike freeway."
4. Mountain biking as commute option.
5. Signage - Intersections - access points, destination.
6. Nomenclature - "off road," "all terrain," "off pavement."
7. Why not events within lower area and Sailor's Bar. For example, cyclocross races are allowed in the state parks portion of the parkway that attract 80 - 100 riders and about 200 spectators per day.
8. Accessibility for off road riders.
9. Erosion control - impact of bikes (studies available).
10. Some areas - sensitive balance uses vs. wildlife.
11. Mountain bikes as way to clear overgrowth, including star thistle.
12. Off-road - other users to increase safety.
13. Off-road access to trail. Rossmor Bar and mile 14.
14. Short cuts, straight trail for commuters.
15. Light rail, other considerations for bike/pedestrians.
16. Open up permit process for events. BMX, cyclocross.
17. Design trail system - integrated for users.
18. Concern about personal safety - off trail.
19. Endangered species, protected habitats - no off pavement use.
20. Off-road users - give right of way to trail users, trail intersections in general.
21. Evaluate current land-use designations.
22. Off-road - "established" trails.
23. "Downtown loop" trail: Discovery Park to Guy West Bridge, using existing equestrian or 'user' built (homeless) trails.
24. Inventory of existing trails.
25. Off-pavement trail preference for existing trails and old roads, but need fixes.
26. Planning process - quantitative and democratic.
27. Sailor Bar removed from previous study due to historical resource reasons.
28. Better signage leading to parkway.

29. Better access to parkway.

30. Create multiuse trail. Examples include Tuscon, Arizona, and Granite Bay.

If you want to be included on Sacramento County's e-mail list for Parkway Plan update information, please send me an e-mail at Lea2skip@aol.com and I will forward your request to Sunny. There were be many more opportunities for public comments on the plan update. ☸

FABA News

Building Bridges and Bike-Friendly Cities

By Tony Powers

Just when you think you are comfortable in your role as a bicycle advocate — hammering the city to build bike trails and, in general, become a more bike-friendly city — what do city officials do? They ask you, the advocates, to build the trails and set out, with no pressure from you, to commit to being a bike-friendly city! That's pretty much what happened in Folsom last month.

In an effort to stretch the city's trail-building budget for the rail trail along E. Bidwell St., the city persuaded Elliot Homes to pave a stretch of trail and build abutments for a 30-foot bridge across a drainage swale adjacent to its Broadstone Marketplace development. The city then purchased the fabricated materials for the bridge superstructure, had the main beams set by a local contractor (for free) and invited FABA to complete the bridge.



FABA Work Crew on Folsom's New Bike Bridge
Photo by Tony Powers

So on Feb. 15, FABA made its first concrete, (uh, wood, actually) contribution to Folsom's trail system by completing the bridge deck, railings and miscellaneous hardware installation in less than three hours. Many hands made light work. In no particular order, the following FABA members, friends and family and city employees wielded wrenches, drills and hammers: Wayne Larson, Charles Hooper, Chuck and Steve Ruark, Lisa Ferrari, Tim Osterkamp, Jim Kirstein, Ray and Marilyn Robitaille (city of Folsom), Jim Konopka (city of Folsom) and Mark Powers (and his dad, Tony, too!) Thanks to all for such a great showing, and to Rebecca and Randy Garrison for providing lunch.

FABA, next page

FABA, previous page

In addition, the day before FABA was going to formally invite the city to apply for Bike-Friendly Community status from the League of American Bicyclists, Jim Konopka announced that he had already been asked by Tarry Smith, director of Folsom's Parks and Recreation Department, to fill out the application.

If this keeps up, next thing you know the city will have convinced the U.S. Bureau of Reclamation to open Folsom Dam Road to bicyclists! As they teach you in driver's ed class, "aim high!" ☸

Mark Your Calendars! Bike to Work Day is May 15

By Walt Seifert

Bike to Work (& Everywhere!) Day is coming up May 15. There will be a noon hour Bike Fest at Cesar Chavez Plaza (or across the street at the CalEPABuilding — location hasn't been finalized yet.)

Of course there will be the usual freebies for cyclists. More to come on those in future issues.

The goals of Bike to Work are really twofold: To celebrate cycling and to encourage people to try cycling for commuting or other trips around town.

This year, the Sacramento Area Council of Governments will be helping employers encourage and entice new cyclists through a Corporate Challenge program. Modeled after a successful program in Victoria, British Columbia, the idea is for team captains to recruit cyclists from "pools" or teams ranging from 10 to 100 employees. The teams might be everyone at a particular business. Larger businesses might have multiple teams based on divisions or other units. Teams with the highest percentage of participation will win prizes.

Last year in Victoria, this approach resulted in the formation of 303 teams, more than 3,000 cyclists and 500 cyclists. Estimates were that 13 percent of all trips by participating work places were made by bike. Maybe you can be a team captain and organize a team at your workplace. SABA will be getting information on registering a team on its Web site, sacbike.org.

Another way to participate in Bike to Work beyond the ordinary is to sign up as a Bike Buddy. Most people who sign up are beginning cyclists. More experienced cyclists are needed to mentor newbies. Encouragement, simple advice and companionship can make a big difference for someone who is unsure of him or herself and just starting out. You probably can help. Sign up through the SABA Web site or 1800COMMUTE.org. ☸

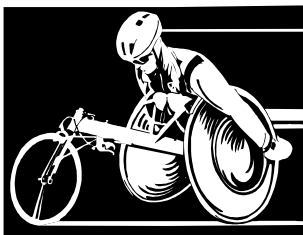


Photo by Walt Seifert

Member Profile -- Ward Tabor

By Walt Seifert

Ward Tabor, 48, tries to bike commute from his home near McKinley Park to his job downtown as legal counsel with the Department of Water Resources at least once a week. Sometimes he's able to do it more often.

He rides for the sense of freedom and the convenience. He appreciates the quiet and health and air quality benefits. Last summer, on his way to work, he and his 10-year old son biked to day care.

He enjoys riding in the north part of Midtown, on O and M streets and on the American River Parkway bike trail to Old Sacramento and to Watt Avenue.

But it's not all bliss. "I have been hit by cars twice and a school bus once on commutes to work, and have had many near misses," Ward said. "Many auto drivers show little or no respect for bikes, opening car doors in front of us, turning in front of us, driving in bike lanes, not willing to share the roads. While waiting for red lights, I have had yahoos honk and yell at me to get out of the road and get a job."

He sees his SABA membership as a way to support local cycling and to expand awareness of cyclists' needs. He'd like to see more safe, shady cycling areas with little or no competing auto traffic. SABA is important, he said, because as "individuals, bikers are relatively powerless. We need to unify to make our responsible voices heard. We need to also self-police ourselves to demonstrate we deserve the respect we request."

☸

Tower Bridge

By Walt Seifert.

At the February SABA meeting, Tim Mar from the city of Sacramento Public Works Department presented the alternatives for the bicycle and pedestrian improvements to the Tower Bridge. (See related article in the January Squeaky Wheel).

According to Mar, the current traffic volume on the bridge is approximately 21,000 vehicles per day. By 2020, it is estimated to grow to approximately 38,000 vehicles per day.

There has been discussion, but no firm plans, to extend light rail over the Tower Bridge to West Sacramento. In addition, several suggestions have been received for additional bridges across the Sacramento River during the ongoing Riverfront planning process (bridges have been proposed at Broadway and Richards Boulevard). Presumably, additional bridges would decrease traffic volume on the Tower Bridge. Currently, the city is considering the following alternatives:

1. Widening the sidewalks to 10 feet. This alternative is the preference of both Sacramento and West Sacramento and is the original plan and the basis for the current \$6 million cost estimate.
2. One 14-foot traffic lane in each direction. 10-foot bike/pedestrian shared path on one side of the bridge separated from traffic by a barrier.
3. One lane in each direction, a transit lane, six-foot bike lanes.
4. One lane in each direction, middle reversible lane, six-foot bike lanes.
5. Two 10-foot lanes in each direction, four-foot (substandard) bike lanes.
6. Separate bike/pedestrian bridge downriver. Cost unknown, but very expensive.
7. Enhanced shuttle service for pedestrians.

SABA did not express a preference for any of the alternatives, but is working on a list of guidelines to inform a decision. So far these draft guidelines are:

- Allow bike/pedestrian travel on both sides of the bridge — not one side only.
- Minimize conflicts with pedestrians.
- Optimize bike access at each end of the bridge.
- If used, bike lanes at least six-foot wide to allow minimum two-foot horizontal clearance from bridge structure.
- Improve signage/pavement markings.

If you have additional guidelines to add or comments, let us know. ☸

CSUS Forms Bicycle User's Group

A bicycle user's group (BUG) is forming at the California State University, Sacramento. The mission of the group will be to help improve cycling on and around campus. The first meeting will be held in March. For more information, contact Linda Roberts at robertslm@csus.edu. ☸

Recognized, from page 1

The luncheon featured speeches by Sacramento Mayor Heather Fargo and Sacramento County Board of Supervisors Chair Illa Collin, who both warned the crowd that the city and county, respectively, are facing serious budget deficits and that painful cuts will have to be made.

Civic Contribution Awards are presented annually to individuals or organizations that have made major contributions to the community. Also receiving a Civic Contribution Award at the luncheon was Rachel Iskow of the Sacramento Mutual Housing Association. Recent award recipients include Karen Banker for her work at the Mustard Seed School for homeless children; Frank Cirill for his advocacy for the Lower American River and the Parkway; Elmo Slider for his leadership in revitalizing Sacramento's Avondale neighborhood; Ray Tretheway for his contribution to the Sacramento Tree Foundation; Mike Eaton for his work on behalf of The Nature Conservancy and the Cosumnes River Preserve; Brice Harris, chancellor of the Los Rios Community College District; and Kathy Ries for her efforts in organizing Sacramento's Earth Day activities.

The League's mission is to promote political responsibility through informed and active participation in government. It is a multi-issue, grassroots organization of both men and women who work to influence public policy through education and advocacy. ☸

Folsom Dam Road Closed to All

By Walt Seifert.

In an abrupt decision, the U.S. Bureau of Reclamation "indefinitely" closed Folsom Dam Road to all traffic on Feb. 28. Citing the threat to the dam of an explosive laden vehicle, a bureau spokesman said that concerns for the safety of those downstream lead to the decision to close the road.

The closure will mean that the 18,000 vehicles that used the road daily will need to find another route.

Bicyclists were banned from the dam road in 1985. Safety again was cited as the reason. Then, it was the safety of cyclists on the narrow road, who were competing for space with motor vehicles. Protests by cyclists against the ban were ignored.

SABA is asking that the road be kept open for cyclists and pedestrians. In letters to *The Sacramento Bee* and to the Bureau of Reclamation, SABA questioned how high the risk was of catastrophic terrorism caused by cyclists or pedestrians. SABA suggested any risks could be reduced by limiting hours of use and having other precautions in place.

A new road on a bridge west of the dam has been discussed for years. No final decisions have been made on the design of this bridge and no funding is available, so it is years away from construction. The bridge could be two or four lanes.

SABA has expressed a desire that the bridge include bike lanes and so far, at least, folks seem to be listening. A point in favor of bike lanes is that they would act as shoulder/emergency breakdown lanes. ☸

Freeport Boulevard/21st Street Two-Way Conversion Study

By Charles Kersey

On April 8, the Sacramento City Council is scheduled to decide how to proceed with a study to convert Freeport Boulevard and 21st Street between 4th Avenue and Broadway from one-way to two-way traffic.

Let's hope the council voted to make at least one of these dark spots on Sacramento's cycling map safer and easier for everyone to use.

Here's a little background. Up to 1974, both Freeport and 21st Street were two-way streets. These streets served as State Route 160 and were under the jurisdiction of the California Department of Transportation (Caltrans).

In 1974, the streets were converted to one-way traffic from 4th Avenue through G Street in Midtown — Freeport southbound and 21st Street northbound. The result was fast-moving traffic—often 40-50 mph and more — and scary conditions for cyclists and pedestrians.

In 2001, Caltrans turned control of the streets over to the city and also provided a grant to convert the streets back to two-way traffic. A 1998 study by Fehr and Peers had already shown that such a conversion was feasible.

In early 2001, the city Department of Public Works began a series of meetings to discuss alternatives with neighborhood residents, local businesses and anyone else who was interested, including Regional Transit and SABA. During those meetings, the goal of making the streets bike and pedestrian-friendly was strongly supported.

In the end, however, Public Works has recommended an alternative that wouldn't help cyclists at all. It would convert Freeport, currently with two southbound traffic lanes, to one traffic lane in each direction. 21st Street, currently with three northbound lanes, would be restriped with two northbound lanes and one southbound lane. Both streets would continue to have on-street parking on both sides.

Since this wouldn't make bicycling any safer or easier, SABA has worked for a more bike-friendly alternative. Bike lanes won't work well on Freeport, where they would be half on the concrete gutter pan and half on the asphalt street, with a dangerous ridge dividing the lane. But on 21st Street, eliminating one travel lane would allow a traffic lane in each direction as well as striped bike lanes. Cycling there would no longer be just for the brave and the foolish. ☹

Putah Creek Undercrossing

By Tim Bustos

The much anticipated last phase of the Putah Creek Bicycle Undercrossing in Davis opened March 5. A more formal "ribbon cutting" will likely happen in early April.

The railroad undercrossing is the crucial last link in a \$4.2 million project that has been in the works for many years. It includes several miles of bike paths collectively referred to as the Putah Creek Parkway, and three separate tunnels that traverse under one county road, six lanes of Interstate 80, and the last link under the Union Pacific Railroad. This project,

significant for for bike commuters and recreational riders alike, will connect South Davis with core area businesses and the UC Davis campus. It allows cyclists to completely avoid the contentious freeway overcrossing at Richards Boulevard. ☹

Tip of the Month Regular Maintenance Review and Read Those Stickers!

By Liz Strauss

When was the last time you read all of those tiny little stickers that come on many bicycles? And I'm not talking about the ones that say: Trek, Reynolds 853 or Shimano.

This past weekend, I purchased a new Bianchi single-speed mountain bike. I must say, this is one high-tech ride, considering the purist appeal of the one-speed bicycle. For one thing, it has disc brakes, an option I have never had on a bicycle before.

As I joyfully inspected my new bike, post-ride, I spotted a small sticker on the rim that said something like, "Always check spoke tension before riding." Yes, I did say POST-RIDE.

I consider myself to be a conscientious bicyclist. I check my bike regularly for basic mechanical soundness, including the important inspection we should all be doing known as the ABC Quick Check:

A is for AIR in the tires: you should have as much air in the tire as is listed on the sidewall of the tire.

B is for BRAKES: Brakes should hit the rim squarely, not the tire. Brakes should stop the bike and not squeal.

C is for CHAIN, CRANKSET: Chain should be lubricated and have correct tension. Crankset should not feel loose when you grasp both crank arms and wiggle them side to side.

Quick is for QUICK RELEASES: Always check that quick releases are closed. Most quick releases actually say "closed" on the outside, when they are closed. Remember — they aren't wing nuts! If you are uncertain how to use a QR, ask someone who knows!

Check is for a short ride to check it all out.

You should be able to do this in 30 seconds or less if the bike is well maintained. It's springtime, so I thought some of you could use a reminder. But back to the tiny, little stickers.

So this insolent little sticker is sitting there on my wheel, tiny and black against the black rim, mocking my ineptitude. I spin the wheel and notice it's a bit out of true. I wonder if this is my fault. I consider reading the owners manual. And I think about all the little stickers on bicycles that never get read or respected.

My favorite, as seen on a Huffy ATB, "Backpedaling can cause chain to fall off."

The moral of the story is to always do the regular maintenance within your ability, but remember that as bikes get more high-tech, so does the know-how involved in keeping them safe and smooth running. Now would be a great time to (re)acquaint yourself with your friendly local bike shop (LBS) and highly trained mechanics. And read those stickers! ☹

Liz Strauss is a League Certified Instructor in the League of American Bicyclists' BikeEd program.

SABA Business and Organization Members

Business members with an * offer SABA members a discount.

- Air Resources Board
- American Lung Association
- American River Bicycle*
(Folsom Blvd.)
- American River Bicycle*
(Marconi Ave.)
- American River Bicycle*
(Riverside Blvd.)
- American Warp Drive
- The Bicycle Business
- Bicycles Plus*
- Bob's Cycle Center
- Body Concepts
- City Bicycle Works*
- Davis Bike Club
- Downtown Sacramento Partnership
- Elk Grove Community Services District
- Fehr & Peers Associates
- 50 Corridor TMA
- Franchise Tax Board
- Gary Brustin, LLP
- Gregorini & Associates
- Hannan Specialties
- The Hoyt Co.
- Hull & Honeycutt Marketing and Design
- Inside Publications
- Ken's Bike & Ski
- LambertWebWorks.com*
- Natomas Bike Shop*
- North Natomas TMA
- Power Inn BTA
- Regional Transit
- REI
- The Rest Stop*
- Rex Cycles
- Sacramento Air Quality Management District
- Sacramento Bike Hikers
- Sacramento Natural Foods Co-op
- Sacramento TMA
- Sacramento Wheelmen
- Savoyard Bed & Breakfast*
- Sierra Engineering
- SMUD
- South Natomas TMA
- Sports Rack
- UC Davis Transportation & Parking Services

SABA

P.O. Box 1295
Sacramento, CA 95812-1295

Return Service Requested

Presorted
Standard
U.S. Postage Paid
Sacramento, CA
Permit No. 1424

Davis-Sacramento Commute

By Tim Bustos

As part of efforts to enhance the bike commute route between Davis and Sacramento, the City of Davis will be improving the bike lanes on a section of County Road 32-A, east of Davis. This project will begin at County Road 105 (where 32-A crosses the railroad tracks), and will continue east to the levee at the Yolo Bypass. This project will begin on or about Monday, March 10 and is expected to last until mid-April. The travel lanes will be open for most of this project, which, of course, cyclists will still be able to legally use. However, due to heavy construction equipment and the potential for traffic conflicts, cyclists are encouraged to use Chiles Road (on the south side of I-80) for the duration of the project. Additionally, signs have been posted along the route to help guide cyclists towards appropriate detours.

Additionally the city will also construct a 10' wide asphalt overlay on the Old Hwy 40 Bike Path from Mace Blvd., east to County Road 105. This path is actually an abandoned roadway that runs parallel to much of CR 32-A (formerly part of the old "Lincoln Highway", the first transcontinental route across the U.S.). The city had previously resurfaced the portion of the path from its western terminus at the end of Olive Dr., east to Mace Blvd. At the conclusion of this project, cyclists will have a much improved bicycle corridor from downtown Davis, east, to where the Caltrans bike path begins parallel to Interstate 80.



Letters to the Editor

We want to hear from you! Letters may be edited for length or clarity.

Preferably e-mail it to:

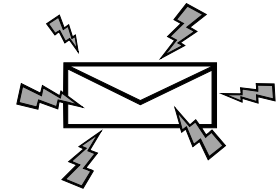
bikesaba@pacbell.net

or put it in an envelope to:

SABA

P.O. Box 1295

Sacramento, CA 95812-1295



Editor:

Why don't the police have/use taillights at night? The Highway Patrol bikes do. I've twice spoken to officers and they don't seem to think it's important. I find them hard to spot both walking and driving and certainly they are a bad example. Perhaps a SABA letter?

Doug Biggert

Editors note: While the law requires a headlight at night, taillights are not required. Reflectors are required, though, and taillights are probably a good idea.